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THE PAN-AMERICANS.

THE CONFERENCE ADJOURNS AND THE MEMBERS START SOUTH.

They Resolve to Participate in the Four Hundredth Anniversary of the Discovery of America—A "Good-bye" Address by the President.

[By United Press.]

WASHINGTON, April 19.—The International American Conference at twelve o'clock to-day adjourned sine die. Prior to adjournment the delegation from Chili offered a resolution which was adopted, that to commemorate this conference, the countries represented associate themselves with the United States on celebrating the four hundredth anniversary of the discovery of America by Columbus.

Resolutions thanking the various officers of the conference was also adopted. Secretary Blaine made a closing speech which was delivered with much feeling and received with great enthusiasm and cheers.

The delegates then left their quarters to pay their respects to the chief magistrate.

Upon reaching the executive mansion the Pan-American delegates were ushered into the east room where they formed a circle. The president entered the room on the arm of Secretary Blaine and took each delegate by the hand as he was introduced by the secretary. The delegates were taken by surprise when the president stepping slightly forward addressed them as follows:

GENTLEMEN: I find in this parting call of the delegates to the Conference of American States both pain and pleasure. I participate in the regret which the delegates from the United States and all our people feel on parting from those who have come from other States to take part in this formal conference. I find pleasure in the fact that your labors have now been brought to a happy conclusion.

Differences of opinion have been happily reconciled. I exceedingly rejoice that a proposition which will be productive of peace among the American States, represented in the Conference, has been agreed upon. It will be without cause if one of them shall lift a hostile hand against the other. We gave you the other day a review of a small detachment of the army, not to show you that we have an army, but that we have none; that our security is not an armed force, but in the law-abiding loyalty of our people. We rejoice that you have found in the organization of our government something suggestive and worthy of imitation. We shall be glad to receive from you new lessons of self-government in return.

In conclusion I find much to approve of the friendly purpose of the conference towards this Government and I will now bid each of you a heart-felt good-bye.

The remarks of the president were greeted with applause. The delegates then took their departure. About forty of them expect to go on the Southern trip, leaving Washington at 11 o'clock to-night.

Owing to the delayed adjournment of the conference, and hence the delay of starting, one day will be cut from the time originally allotted to Norfolk, but the trip will be resumed Monday and will from that time be conducted according to the itinerary already announced.

THE SENATE GIVES A WIDOW \$30,000.

\$100,000 for a Statue of General Grant—\$75,000 for a Building at Fayetteville.

[By United Press.]

WASHINGTON, D. C., April 19.—(Senate.) The Senate spent the day in consideration of the calendar, and passed a number of minor bills.

Senate bill for the payment of back pay and emoluments, as Major in the army from 1864 to 1875, to the widow of Lieutenant-Colonel Nathaniel H. McClain, amounting to about \$30,000, was taken from the calendar after a vigorous opposition from Mr. Senwell was passed.

The senate bill for the purchase of a square of ground in Washington near the capitol for a building for the accommodation of the United States Supreme Court, at a cost of about \$600,000, was passed without division, after a statement by Mr. Morrill.

The following bills were reported from committees and placed on the calendar:

Senate bill appropriating \$100,000 for an equestrian statue in Washington to General Grant.

Senate bill appropriating \$75,000 for a public building at Fayetteville, N. C., and \$50,000 for one at Meridian, Miss.

After a brief executive session the Senate at 5:20 p. m. adjourned.

House.

WASHINGTON, April 19.—The House devoted much of the day to eulogies upon the late S. S. Cox.

CAPTURED BY BLOOD HOUNDS

A Man Confesses the Murder of His Son-in-Law—The Cause was an In-sult to the Murderer's Daughter.

[By United Press.]

BIENINGHAM, Ala., April 9.—Daniel Bateson who was suspected of murdering his son-in-law David Hancutt, near here, few days ago, has been captured by a posse of citizens with blood hounds and has confessed his guilt. He says he shot Hancutt because the latter abused his wife, Bateson's daughter. He fired into the house from the road.

Masonic.

Hiram Lodge No. 40. A. F. & A. M., will meet in regular communication Monday evening, April 21, at 8 o'clock sharp. A full attendance of the membership is desired. Brethren of sister lodges cordially invited.

E. B. THOMAS, Sec.

WAS IT PROPHETIC?

AN ELOQUENT RESPONSE TO THE WORD "NORTH CAROLINA."

Mr. R. F. Gray Fills the Governor's Place at the Banquet at the Celebration of the C. F. & Y. V. R. R.

(Editorial Correspondence.)

WILMINGTON, N. C., April 8, 1890.

I have already sent telegraphic accounts of the success of the celebration, and of the toasts at the banquet—the biggest and best North Carolina ever gave. Of Wilmington's elegant hospitality I need not write. It was such as to win all the 800 guests of the city. I regret that the CHRONICLE'S space will not permit a publication of all the speeches. R. F. GRAY, Esq., of Raleigh, filled the Governor's place, and made an excellent speech. Was it prophetic? And is this talented gentleman to be the Elisha and receive the mantle? He responded to the toast "North Carolina" and said:

To be required to stand in the place assigned to the Chief Executive of this State, is embarrassing to me, and to disappoint, as I know I must, and the expectations of a feast of oratory which were justly excited when it was announced in the printed programme that the silver-tongued Governor of the State would respond to the sentiment just pronounced, is doubly embarrassing to me. But I recognize and yield to the fact that no son of North Carolina, wherever the place or whatever the time, should fail to lift his hat ever feeble may be his utterances, should shrink from endorsing and testifying to the truth of anything that may be said in her praise. Let this be my excuse, if any be needed, for my temerity in attempting to stand where Governor Powle was expected to stand.

To tell how great North Carolina is, is to large a task for an after-dinner talk. To sing of her glorious people, her valiant men and her lovely women, her climate and her resources, her riches possessed and potential, her history and her future, would require a paean longer than Judge Gaston's and a minstrelsy more perfect than that which Highland Harper told the legends of his native hills or Jewish captive, in far-off Babylon, sang the glories of his beloved Jerusalem.

North Carolina! What is it? Simply "a strip of land between two States" as it has sometimes derisively been called? A State whose chief products (according to some geographers and some, I am sorry to say, now in use in our schools) are tar, pitch and turpentine? A Rip Van Winkle, stretching his laggard legs in sleep while others are awake, alive and forging ahead in social, moral and material prosperity? God forbid! Where is the commonwealth with the history she possesses? At Mecklenburg, declaring against tyranny, and at Cowpens, Moore's Creek, King's Mountain and Guilford Court House, and on all the battlefields of the Revolution, making good her declaration by her muskets, her cannon, her pikes, her swords and her blood! And after the battles had been fought and won, standing in the Federal Congress and at her convention in Fayetteville, holding out to the last and contending for a Constitution that would preserve for posterity the fruits of the victory; and later, and wit in the memory of us all, you know how the boys from the Cape Fear and Pee Dee and Albemarle sections, with their brothers, from the hills and mountain coves, untrained to feats of arms and gladiatorial sports, rushed to the consecrated fields of Virginia and the battle-grounds of the Confederacy, and stayed, and stayed and stayed, some forever (more than those of any other Southern States, and others, until their chieftain said, "Enough, go back and whether dying or surviving, illustrated on every field by their daring, their courage and their soldierly qualities, the noblest traits of South manhood, until an allusion to or comparison with Thermopylae became tame and commonplace.

Such is a short record of North Carolina's past—and which no commonwealth or people have a more brilliant or enviable history!

What is North Carolina now? Stretching from the southeast on the East to the mountains on the West, capable of every variety of natural and manufactured products, she is said to be the only State that fills every blank in the census reports. Her sounds and rivers and soils can feed the hungry mouths and clothe the naked limbs of an empire, while her coal and iron can heat and feed enough blast furnaces to meet the demands of half the Union, while locked in the bosom of her rugged hills are gold and gems and precious stones enough to tempt the avarice and make green with envy the eyes of a Croesus or a Montezuma.

Her colleges are being endowed and patronized as never before and as in no other State, without foreign aid, and churches and school houses, those foes from which ignorance and vice flee as from a blighting pestilence, are increasing in every town, hamlet and township. Railroads, the greatest arteries of commerce, are being built everywhere until it can soon be said that no county is without such communication with its neighbors and the other world. Another State has won the title of the "Empire State of the South," but I believe that the census of 1890 will show that for the last decade North Carolina has made greater progress in material prosperity, and will show the construction of more railroad mileage and industrial enterprises than any other State—and this too, without the aid of foreign capital to any considerable extent. A new era has dawned upon the South, and North Carolina is receiving the benefit of the genial and inspiring rays of the dawn. Heretofore the tide of immigration and investment of the idle capital of the money centres of the East and North, has flown to the Northwest; but tired of cyclones and blizzards, and dreading of anarchism, nihilism, socialism and strikes, with which the Northwest is threatened,

our rich friends of New England and the North are turning their eyes to the South whose genial sun makes every day, except Sunday, a work day and where no fisms and strikes make investments unsafe or profitless. I went not long ago over into Tennessee and when I saw stir and enterprise everywhere, long trains laden with coal, and coke and pig-iron rattling in every direction, and the heavens fairly glowing at night with the glare of coke oven and blast furnaces, I felt like exclaiming, "Poor North Carolina gave the best part of herself away when she dismembered herself and gave Tennessee to the Union." But when I recalled to myself our people and their growing towns and industries and how, without foreign help, we are digging life out of the ribs of what was thought to be death, and what we have in our mountains and plains to work upon, I felt constrained to say, "My land, my native land, of every land the pride!"

You do well to celebrate the completion of so important a road as the one now brought to your doors, linking together the Atlantic coast and the great West and fulfilling the prophetic visions and the ardent longings of your forefathers. It bisects the State, having five outlets to the North, no entangling alliances, independent of all others, and like Aleck Stephens "toting its own skillet." The inside history of the building of the road will never be told. I have sometimes thought I would write it as a lesson to my children and the children of the State, of what North Carolinians can do.

After many tossings by tempests, storms and unfavorable winds, we have come to your hospitable shores, O beautiful Queen City by the Sea, like Aneas and his followers came to the kindly shores of the gentle Carthaginian Queen! It is a haven of rest we are in, and sitting at your banquet board, I will not vex your ears O beautiful Queen, by renewing our unspoken grief and telling how the fleet in which we have come has been threatened with wreck and tossed by the tempest!

When the State of North Carolina, tired of the wants and expenditure of money on her railroads, determined to spend no more and sold to a company of North Carolinians the thirty-seven miles of a no-paying road, and these North Carolinians said they would build the road to Greensboro and then to Wilmington and then to a connection with Cincinnati, carping critics laughed at the crowd of "cornfield hands," as the new railroad builders were called in jest, and, as step by step the road was built to South Carolina, then to Greensboro, then to Mt. Airy and then to Wilmington, Bar, as step by step the road was built to South Carolina, then to Greensboro, then to Mt. Airy and then to Wilmington, the laugh of the sardonic grin at the unexpected success of the syndicate. But there were times when the low rising clouds, big with destruction, hung low above the heads of the builders, and I have seen times when they met around the council board with blanched faces and with great beads of cold sweat upon their brows, when, if one laid his hand on each had failed to feel his sympathetic and reassuring touch of his neighbor's elbow, the individual fortunes of a dozen North Carolinians would have been destroyed and the people they had given to the State would have been broken. But amid the turmoil and tempest and threatening clouds and Syllas and Charybdises, we had an Aeneas in Julius A. Gray whose watchful eye and calm head, cool nerve and unflinching hands were at the helm guiding us into a safe harbor—and we are here safe and sound, O Regina—beautiful Queen City by the Sea! I mention these things not to praise the men among whom I held a small place, but to show what North Carolina can do, and I show North Carolinians can stay and stay and stay to the end.

The toast proposed omits one treat that North Carolina has, which with your consent I will add, and that is "Wilmington." An enthusiastic Frenchman sitting at the banquet board of Napoleon, once proposed this sentiment: "In the world there is no country like France, in France, no city like Paris, in Paris, no man like Napoleon." Paraphrasing, I would say that in the world there is no country like America, in America, no State like North Carolina, in North Carolina, no city and no people superior if even equal, to the city and the people of Wilmington.

THE R. & G. AGAIN.

The CHRONICLE yesterday gave a report of the examination of Maj. W. W. Vass, secretary and treasurer of the Raleigh and Gaston railroad. To-day it gives the facts stated by Major Winder when answering questions before the committee.

It is of course understood that the business of this committee is to make an investigation of the various railroads and corporations in the State, with a view to determining which, if any, shall pay taxes to the State.

A spirited contest is being made by the R. & G. company against paying any tax. The situation may be understood by stating a case now pending in the Wake superior court. It is as follows:

It is a suit brought by State Treasurer Bain against the Raleigh & Gaston Railroad company for the payment of eighty-six thousand two hundred and fifty dollars (\$86,250), which the State claims is a certain tax due the State from the Raleigh & Gaston Railroad company.

The conditions under which the suit was brought are presented as follows: The charter of the railroad company, which is a part of the laws of 1852-'53, provides that all property of the road of every description shall be vested in the company, one-half for the use and benefit of the State, and one-half for the benefit of the individual stockholders; and that all the property shall be exempt from taxation for a period of fifteen years from the date of the charter.

After that time, the legislature may impose a tax of twenty-five cents on each share of the capital stock held by individuals whenever the annual profits of the company shall exceed eight per cent. on the stock.

The limitation of time gave the company exemption from taxation till the 25th day of December, 1867. After that time the stock was liable to a tax of twenty-five cents on each share, pro-

vided the profits were equal to eight per cent. In 1868 the State ceased to be a stockholder in the road, having sold all its interest to the corporation.

THE TAX INVESTIGATION.

THE NORTH STATE IMPROVEMENT COMPANY'S AFFAIRS.

Col. Julius A. Gray, Vice-President of the Company Before the Committee—Further Facts About the Raleigh and Gaston Road—As Stated by Major Winder, General Manager.

The railroad and corporation investigation committee met at 9:30 yesterday morning. The first business taken up was the examination of the North State Improvement Company. Col. Julius A. Gray was present to represent that company and was examined by the Attorney-General for the State.

He stated that the North State Improvement Company was organized in 1883, at Greensboro. Mr. John D. Williams, of Fayetteville, is president. I am the vice-president, Mr. W. H. McFarland is secretary and treasurer. Its capital stock is \$250,000, all paid up. The object of the company was to build the C. F. & Y. V. road. None of the stock has never been offered for sale, and it has no market value. It has never paid a dividend, and the stockholders have never received any profit on their investment. The stock has a prospective value. The North State Improvement Company built the C. F. & Y. V. road under contract with that company, for which the Improvement Company was to receive \$10,000 per mile of first mortgage bonds of the road.

The road has been completed in three divisions, and the first mortgage bonds of \$10,000 per mile have been issued to the North State Improvement Company. The bonds for the first division, from the South Carolina line to Greensboro, amounting to \$1,500,000, were sold at 95 cents, with accrued interest. The bonds for the second division, from Greensboro to Mt. Airy, amounting to \$734,000, were sold at the same price. The bonds from the third division, from Fayetteville to Wilmington, amounting to \$550,000, were sold at par, with accrued interest. The North State Improvement company bought the State's stock in the C. F. & Y. V. road at \$10 per share, and the company now pays that for any share which a holder may wish to sell. This may be regarded as the market value of the stock. The improvement company pays no tax, except upon its real estate. This real estate is such as has been donated to the company. All the moneys received from the sale of bonds, and all the moneys subscribed by various townships to the company, the latter amounting to \$24,000, were spent in the construction and equipment of the road. The capital stock of the Improvement company was also spent for this purpose.

Under the contract with the railroad company, the North State Improvement company is to receive \$5,000 per mile in second mortgage bonds, in addition to the \$10,000 per mile of first mortgage bonds. All the first mortgage bonds have been received and sold. The North State Improvement company owns the majority of stock in the C. F. & Y. V. road. The Improvement company, has not listed any of its stock for taxation, because the company's indebtedness has always exceeded the value of its stock, and the Revenue Act provides that in listing stock for taxation the amount of liabilities may be deducted from the amount of assets.

The North State Improvement Company has subscribed \$25,000 to the Greensboro Steel and Iron Company, but none of the amount has yet been paid up. There was some objection on the part of some of the stockholders of Improvement Company to making this subscription, because it will be necessary to borrow the money to pay it; but it was finally decided to make the subscription hoping that the establishment of the iron works at Greensboro would enhance the value of the railroad property and help to increase its freight and transportation business.

The railroad does not claim any exemption from taxation. Its franchises, stock &c. are listed and the taxes paid on them.

Q. Do you know what property, either in the shape of bonds or stocks, or anything else outside of its track, that the Raleigh & Gaston railroad company owns?

A. They own stock in the Carolina Central, the Georgia, Carolina & Northern, the Raleigh & Augusta Air-Line, and the Durham & Northern roads.

Q. What bonds do they own?

A. They own bonds of the Raleigh & Augusta Air-Line and of the Carolina Central.

Q. What is the mortgage indebtedness of the Raleigh & Augusta road?

A. One million dollars.

Q. How much more does it owe?

A. It owes the Raleigh & Gaston a large amount. I do not know how much. This is not bonded indebtedness.

Q. Are they able to pay the interest on their bonds?

A. No sir, not at present.

Q. Do you know how much it pays a year on its bonds?

A. No sir; I know very little about the accounts.

Q. Have you an idea of what the indebtedness of the Raleigh & Augusta road is?

A. My impression is, that it is considerable over one million dollars.

Q. Do you know the valuation of the Raleigh and Augusta Air-Line road as made by the board of assessors.

A. \$563,800.

Q. At what amount was the total capital stock assessed by the board?

A. \$43,650.

Q. Do you remember the aggregate number of shares in the Raleigh & Augusta road?

A. I do not remember. The Raleigh & Gaston owns nearly all of it.

Q. If I understand you, sir, the Raleigh & Augusta Air-Line railroad company pays taxes on an amount far exceeding its capital stock?

A. Yes, sir.

Q. What amount of stock is owned by the Raleigh & Gaston railroad company?

A. Four hundred and fifty-one thousand and eight cents, in bonds and stocks.

Q. Do you know what the total number of shares of the Carolina Central railroad company is?

A. One million, two hundred thousand and dollars.

Q. Then, perhaps, you may be able to state now whether the Raleigh & Gaston Railroad Company owns the same amount of second mortgage bonds as it does of stock, it appearing from your answer that the total issue was \$1,200,000 and the stock was \$1,200,000?

A. Yes, sir; it would seem to be the same. It owns the same amount of stock as of bonds of the second mortgage.

Q. In view of the fact that the Carolina Central Railroad Company has been unable to pay any interest upon its second and third mortgage bonds, and frequently has to borrow money to pay interest on its first mortgage bonds, what would you say its stocks was worth—that is to say, what is its fair market value?

A. I should place no value on the stock except for its voting power. It has no market value that I am aware of.

Q. What is the assessed value of the Carolina Central Railroad track?

A. One million dollars.

Q. What is the assessed value of rolling stock of said railroad?

A. Two hundred thousand dollars.

Q. What in your opinion are the second mortgage bonds of the Carolina Central Railroad company?

A. I cannot conceive that with the present outlook of the company they would be worth anything. I regard them as about worthless.

Q. What is the amount of stock owned by Raleigh & Gaston railroad

company in the Durham & Northern railway company?

A. One hundred and fifty thousand dollars.

Q. Is there any other property that you know of that the Raleigh & Gaston railroad company owns?

A. The Raleigh & Gaston railroad owns part of cotton compress at Charlotte. It owns four thousand five hundred and twenty-nine dollars and eighty-six cents in this compress, and it owns stock in the Lonsburg road to the extent of forty-five dollars.

Q. Are you a stockholder?

A. I am not.

Q. The Raleigh & Gaston is well equipped now?

A. Yes, sir.

Q. Track in good condition?

A. Yes, sir.

Q. Rolling stock in good condition?

A. Yes, sir.

Q. Its business has been increasing?

A. Not much, very little.

Q. What is its business this year compared with five years ago?

A. I have not looked five years back, but there is a falling off from last year.

Q. Can you give us an opinion as to the aggregate value of the business as compared with five years ago?

A. I think there is not much difference.

Q. Is your rolling stock in better condition than five years ago?

A. No sir; but there is more of it.

Q. You bought and paid for it?

A. Yes, sir.

Q. Out of the profits of the road?

A. Yes, sir.

Q. So then within a comparative short period, the Raleigh & Gaston Railroad company has bought this stock in the Carolina Central, the Durham & Northern, the Raleigh & Augusta Roads and increased its equipment and paid for it?

A. I do not say it has paid for it out of its earnings. The Raleigh & Augusta Air-Line was paid for out of its bonds.

Q. Has the Carolina Central Railroad company a separate organization?

A. Yes, sir.

Q. A President and a board of directors?

A. Yes, sir.

Q. Are you its general manager?

A. Yes, sir.

Q. Is your salary for the service paid by that company?

A. Yes, sir.

Q. You have a general salary as General Manager?

A. I have a salary from each company. It is divided amongst the various roads. Each company designates the part they are willing to pay.

Q. Have these companies also their own shops, and such things as that? The Carolina Central, the Georgia, Carolina & Northern, Raleigh & Augusta Air-Line, and Durham & Northern?

A. The Carolina Central has its shops. The Durham & Northern has no shops. The Georgia, Carolina & Northern railroad is not yet completed.

Q. The Raleigh & Augusta Air-Line have shops?

A. No, sir.

Q. Where is done the necessary work for the Georgia, Carolina & Northern, Durham & Northern, and the Raleigh & Augusta Air-Line roads?

A. We do some of it in Raleigh and some at Laurinburg.

Q. Which does the greater part of it? The Georgia, Carolina & Northern. We do it all for the Raleigh & Augusta Air-Line roads.

Q. Has the Raleigh & Augusta Air-Line railroad company an independent organization of its own?

A. Yes, sir.

Q. Does it ever pay for the work?

A. Always.

Q. When not able to pay, then what did you do?

A. They always pay.

Q. Do you know the fact that the bonds which the Raleigh & Gaston Railroad Company owned in the Carolina Central Railroad Company have been returned for taxation by the Raleigh & Gaston Railroad Company?

A. I do not know sir.

Q. Anterior to the time of the passage of the present Revenue Law, do you know that the Raleigh & Gaston Railroad Company returned stock which it owned in other companies for taxation?

A. I do not know sir.

Q. If the Raleigh & Gaston Railroad had none of those connections and had not extended its line and system, would it require as much rolling stock as it has?

A. No, sir; I do not think it would.

Q. This amount, then, was not necessary to operate the road from Raleigh to Weldon alone?

A. It was not necessary to operate the road for its own local business, but its through business is as much its business as its local business.

Q. Is it as desirable and profitable?

A. I do not mean to say anything such thing. Through business is not as profitable as local, as a rule, but we must have cars to move it, and prepare for it.

FOUR OF THE MILITIA KILLED

In the Trouble Between the Kentucky Outlaws and the State Guard.

[By United Press.]

FRANKFORT, Ky., April 19.—Additional reports have been received here to the effect that members of the State militia have been ambushed at Black Mountain. The companies there are from Harrodsburg and Lexington, with a few of the Governor's Guards from Frankfort. Hon. Ben Lee Hardin received advices from Harrodsburg at 9 o'clock that four of the Harrodsburg company were killed. Charles Alexander, Dan Curry and Sergeant Pullan were the killed from Harrodsburg. The fourth name is not known. Mr. Hardin is a brother of Attorney General Hardin, and he has hopes that the report is not true.

Q. Is your rolling stock in better condition than five years ago?

A. No sir; but there is more of it.

Q. You bought and paid for it?

A. Yes, sir.

Q. Out of the profits of the road?

A. Yes, sir.

Q. So then within a comparative short period, the Raleigh & Gaston Railroad company has bought this stock in the Carolina Central, the Durham & Northern, the Raleigh & Augusta Roads and increased its equipment and paid for it?

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